

PC CD-ROM

AN OFFICIAL PRODUCT OF THE FIA
FORMULA ONE WORLD CHAMPIONSHIP

GEOFF CRAMMOND'S

GRAND PRIX 4

Performance

00:14.23

Analysis

Impulse

Telemetry

Network

Diagnosis

Overtake



INFOGRAMES

MICRO PROSE

Simergy

F1
Formula 1

Performance

Chassis,

Engine,

Tires,

Fuel/Oil,

Transmission,

Analysis

Overtake

GRAND PRIX

HEALTH WARNING

For your health, rest about 15 minutes for each hour of play. Avoid playing when tired or suffering from lack of sleep. Always play in a brightly lighted room, and stay as far from the television screen as possible.

Some people experience epileptic seizures when viewing flashing lights or patterns in our daily environment. These persons may experience seizures while watching TV pictures or playing video games. Even players who have never had any seizures may nonetheless have an undetected epileptic condition. Consult your doctor before playing video games if you have an epileptic condition or immediately should you experience any of the following symptoms during play: dizziness, altered vision, muscle twitching, other involuntary movements, loss of awareness of your surroundings, mental confusion, and / or convulsions.



Hi,

My name is Geoff Crammond and if you're reading this, it probably means that you've bought Grand Prix 4. Thanks!

Grand Prix 4 is the latest evolution of the Grand Prix series, which I started writing over 10 years ago. Machines and techniques have changed a lot since then. For example, the sheer scale of the project has increased enormously. Over 60 man-years of effort alone have gone into the game since Grand Prix 3 was released in 2000!

With Grand Prix 4, you'll see a huge leap forward in the look of the game, with the inclusion of a new graphics engine specially designed to use all the power of modern graphics hardware support. And for the first time we use GPS data to make the racetracks as accurate as possible - the actual road layout, width, height, gradient and camber, as well as the all-important kerb shapes and profiles, should now be there just like real life.

But some things stay the same - as always our endeavour is to produce something that is as authentic as possible, while still being as playable as possible. We hope that as you take the chequered flag after winning an exhilarating and exhausting race, you'll agree that - like it says on the box - nothing gets closer!



GRAND PRIX 4

INSTALLATION

- Insert the Grand Prix 4 CD into your CD-ROM drive. If autorun is enabled, Grand Prix 4 will take you to the Installation screen.
- Simply click on the 'Install' button and follow all on-screen directions.
- If autorun has not been enabled, you'll have to double-click on the 'My Computer' icon on the Windows® Desktop, then on the CD-ROM icon, and then click on 'Setup.exe'. Follow all on-screen instructions.
- Follow all on-screen instructions.
- Once Grand Prix 4 is installed it will appear in the Program Group on the START Menu.

Loading

- Select Start > Programs > Infogrames > Grand Prix 4. The game will now load.

THIS MANUAL

This manual is structured in such a way as to introduce the game to rookie players and to encourage them to delve deeper to get the most out of the real simulation. If you are a Grand Prix 3 veteran you'll be familiar with the basic controls and could probably get racing quite quickly, but be aware that there are differences between Grand Prix 3 and Grand Prix 4 so you'll find it very worthwhile reading the manual and the GPedia to understand all the simulation controls.

GPedia

Accessible from the menu, this area provides information about Formula 1 in general and the 2001 season. It also provides helpful information regarding car setup, pit stops, how best to use them, and who does what during a pitstop.

THE README FILE

Note that this manual will guide you through most of the Grand Prix 4 simulation but due to printing constraints may not contain the most up to date information. For all last minute information you are advised to consult the Readme file found on the CD (selected by clicking on Readme in the Program group).

CONTENTS

4
Installation

6
Controls

7
Getting Started

17
Cockpit Controls

21
Camera Views

23
TV Director

23
GPadia

24
Circuits on the Formula One World Championship

24
The multiplayer section

27
Car handling

44
Credits

45
Customer Services



GRAND PRIX 4

CONTROLS

Throughout this manual, you'll see references to the Accelerator, the Brake, Changing Gear and Steering. How these controls operate depends on your preference of Keyboard, Joystick, Wheel, or Joypad. The default Keyboard and Joystick driving controls are:

KEYBOARD DRIVING CONTROLS

Accelerate	A
Brake	Z
Steer Left	<,
Steer Right	>.
Change Up a gear	Accelerate A key + Space
Change Down a gear	Space

(If you are using separate buttons for changing up or down a gear there is no need to accelerate when changing up.)

JOYSTICK DRIVING CONTROLS

Accelerate	Forward
Brake	Back
Steer Left	Joystick Left
Steer Right	Joystick Right
Change Up a gear	Accelerate + Press Fire Button
Change Down a gear	Press Fire Button

(If you are using separate buttons for changing up or down a gear do not accelerate.)

Note: All the above driving controls can be reassigned.

OTHER KEYS

Driving Aid Keys:	
Auto Brakes	F1
Auto Gears	F2
Auto-right the Car	F3
Indestructible	F4
Show Best Line	F5
Suggested Gear	F6
Traction Control	F7
Steering Help	F8
Launch control	F9

Action Keys:	
Intending to Pit	Enter/Return
Return to Pits (Qualifying/practise)	SHIFT + Q
Leave Race	Esc
Pause	P
Pause (when using Joystick)	Space

Miscellaneous Keys

See driver name/pit monitor view cycle	N
See Processor Occupancy	O
Decrease Cockpit View Angle	Minus -
Increase Cockpit View Angle	Plus +
PC Spec Information	CTRL + I
Virtual look left	X
Virtual look right	C

Driving Aid Keys:

Replay	R (when the game is in the PAUSED state)
F1	Chunk rewind
F2	Chunk fast forward
F3	Play/Pause
F4	Frame advance
F5	Fast rewind
F6	Rewind
F7	Forward
F8	Fast forward
F9	Show/hide icons

View Keys

Your Car Cockpit View	Right Arrow
T-Cam view	right arrow key a second time
Trackside Camera View	Left Arrow
All On-car Camera Views	Page Up (Cycle through)
Chase View	Page Down
Reverse Chase View	Delete
Car Ahead	Up Arrow
Car Behind	Down Arrow
Return to Your Cockpit	Home
TV Director Mode	Insert

Network Keys

All Escape to Menu Screen	SHIFT + U
------------------------------	-----------

Two Player Link Keys

Send Message	CTRL + M
Host Release Control in Menus to other player	CTRL + R
Hang Up	CTRL + H

GETTING STARTED

ONE LAP OF MONZA FOR ROOKIE DRIVERS

- Install and load Grand Prix 4 as explained previously. After the opening animations, you will be given the choice of Main Menu, Quickrace, Quicklaps or GPedia. Use Quickrace if you want a quick blast of Grand Prix 4. But for the purposes of this tutorial guide...

- Click on Main Menu.



GRAND PRIX 4

For the duration of this Quickstart tutorial, you will be racing under your own name.

You just need to select a team to race for and rename one of its drivers.

- Click on the Driver panel to go to the Driver Select screen.
- In the Teams panel, one of the drivers is already selected. Click on the driver's name to deselect.
- Highlight your preferred driver name and click on Edit Names.
- Type in your name (or the name you want to race under) and click on OK.



You are now a driver racing for the team of your choice.

Your team's badge now appears in the background of the screen. From this screen you can also access your individual Car Setup options and save the driver names. But for this tutorial, simply click OK and you'll return to the Main Menu screen. The name you typed in will be shown as the Driver. Monza has been chosen as the track where you'll have your shakedown test.

- Click on the Track panel and you'll be taken to the Track screen. A list of the 2001 Championship Season tracks appears on the left.
- Click on Italy then select OK to return to the Main Menu.

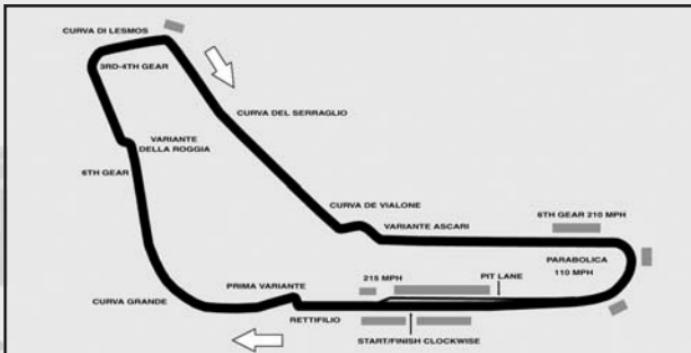
Italy now appears in the Track panel. Now choose the kind of race you want.

- Click on the Race Type panel and select Practise.
- Click OK to return to the Main Menu. The preparations are over. It's time to drive!
- Click on the Drive button. You'll see a Weather screen that details the Current Track and Sky conditions and the Forecast chance of rain.
- Click OK to start your first practise session.

You're now sitting in the Ferrari cockpit in the pits at Monza. As with any test session, it's now time to check the instruments and controls...

- Below the LCD screen on the steering wheel is a row of seven lights. Each corresponds to a Driving Aid designed to help you control the car. Keys F1 to F9 turn each of these on and off. In Rookie mode, all lights should be on. If they're not, press the relevant F key. Suggested Gear (F6) is not needed for this session. With the Driving Aids activated, you won't have to worry about changing gear or braking: this will be done automatically and all basic steering around the circuit will also be assisted. You may crash if you stray from the racing line, but your car will not be damaged. If you spin off the track, the car will right itself once it has come to rest and face the right direction so you can get on with the session.



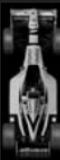


Now check the Monza track plan below...

- Find the Start/Finish line and then run your eye clockwise around the course until you come back to the Finish line. Check where the pit lane joins the track so you'll know exactly when you'll be on the actual racing track. Memorise the track plan so you can anticipate what the corners will be like. As you improve your racing skills and become more experienced, you'll realize just how important knowing each circuit will be to your success.

Your car is still on its jacks in the garage.

- Select the Leave the Pits option on the LCD, using the Throttle and Brake controls, then press the Gear Change button. The car will come down off its jacks and you'll see a new LCD screen appear on the central steering wheel panel.
- Now slowly squeeze the accelerator... Your car will begin to move forward (if it doesn't, check that you've pressed F2 and that the second symbol on the Driving Aids display is lit).
- Steer out from your pit garage and drive down the pit lane. Remember that in race conditions, you'll need to stick to the pit lane speed limit of 50mph/80kph. If you want to pause the simulation at any point, press key P (or Space if you are driving with a Joystick, Wheel or a Joypad). Press P again to reactivate. During this session, pause as many times as you feel you need to, so that you can study the track plan and anticipate what's coming next. As you steer out of the pit lane, join the main track, keeping on the inside of the broken white line. Once on the circuit proper, the white line will be replaced by a long broken yellow line.
- Try to keep the middle of the steering wheel lined up with the broken white line as you progress around the circuit. This white line is the Best Driving Line Driving Aid (F5): the quickest possible line into and out of bends without spinning off the track. At some point before the first bend, you should, see a white sign with a black arrow bending to the left, then countdown marker signs with 200 and 100. These signs show how many metres remain before the approaching left-hand bend.



GRAND PRIX

- This is a good spot to pause the simulation and check the Monza track plan again: The first bend at Monza is a right left combination making up a chicane called the Prima Variante.
- the Prima Variante on your track plan and examine the next bend, the Curva Grande.

This is what Formula One racing is all about: being aware of the next part of the course and making sure you are properly prepared to drive through it. Only by knowing what lies ahead can you optimise the line you take through each corner.

- Reactivate the simulation by returning to the menu screen and clicking Return to Cockpit.
- Steer carefully around Prima Variante (don't try to go too fast) - right then left. Try to follow the broken line even though it sometimes appears to be aiming away from the track. If you do leave the track at any time, steer back towards it (this might be slippery on grass or gravel) to get back on the tarmac. If you have spin and are facing the wrong way (and you still have Auto-right, the Car Driving Aid on), don't touch the controls. Wait for the car to right itself and point in the correct direction.
- See how the ideal racing line takes you out of this last corner, using the whole width of the track and taking you over to the left side of the road, ready for the approach to the long sweeping right-hander: the Curva Grande. You'll probably find that you can drive quite fast through this bend.
- Continue along the straight and go under the bridge. Just after the bridge is a left turn.
- Press pause and have another look at the track plan. This left turn is the first part of the Variante della Roggia: another chicane. Check how this looks and imagine how you will drive through it.
- Now look ahead on the plan to the next three bends and try to imagine what they will look like from the cockpit.
- Press the pause button again to continue.
- Steer through the chicane and on through the next two right hand curves (Lesmo 1 and Lesmo 2). You'll now face a long, downhill straight.
- Accelerate! As you're moving, glance at the gear indicator (the red number in the centre of the wheel display) as the car changes gear automatically. Listen to the sound of the engine and watch the rpm indicator lights as the gears change up and down. Get used to glancing quickly at the displays and the mirrors as you're travelling at speed. At the end of this straight is an unusual chicane called the Variante Ascari. Pause, check your track plan, analyse and memorise, reactivate the game and drive through the corners, following the ideal racing line. The more you can commit to memory, the easier the corners will be to drive through at speed.
- Accelerate along the straight and see if the automatic gear change will take you into top gear (6th or 7th) before the auto-brakes slow you down for the Curva Parabolica. As you come out of the bend, you'll see the grandstands, the pits and a yellow dotted line marking the pit lane entrance. Remember that each track has its own specific pit entrance and exit layout, and it's important to take a note of this as part of your race preparation.
- Keep following the broken white line. You're now back on the start/finish straight: the Rettifilio Tribune.

4

- Accelerate at full speed. You'll see the starting grid - the spaces where the cars line up for start of the race - and a thick solid white line across the track that marks the end of this lap.
- As you cross the line, you'll be starting your first flying lap: the timer on your cockpit lap time display will start. You can pause the game at any time to double-check the track plan - your lap time will not be affected.
- When you complete your first flying lap, check your time and try another lap to see if you can beat your previous time.

CONTROLLING YOUR OWN BRAKES

Although the auto-brakes you were using are effective, they're still a Driving Aid. To get the very best lap speeds, you'll need to apply your own brakes. When you feel confident you've mastered steering and the racing line, try switching off the Auto-brakes Driving Aid:

- Press F1 and check that the auto-brakes light has gone out on the bank of green icons below the LCD. Now it's up to you to choose the best moment to brake as you continue lapping Monza! The car will feel very different this time. Remember how the brakes are operated by your choice of controller:

Keyboard : Brake = Z

Joystick : Brake = Back

CONTROLLING YOUR OWN GEARS

- When you're ready to try controlling your own gears, stop on a straight part of the circuit and press F2 to cancel the Auto-gears Driving Aid.
- Now press F6 to activate the Suggested Gear Driving Aid we left off earlier in the session. The corresponding icon will light up on the display. You're now in control of ALL gear changes, but to guide you, when you see a number in the Suggested Gear panel, that will be the gear to be in as you go into the NEXT corner. Check the gear change method for your choice of controller:

Keyboard : Change Up a gear = Accelerate A key + Space
Change Down a gear = Space

Joystick : Change Up a gear = Accelerate + Press Fire Button
Change Down a gear = Press Fire Button

Note: If you have separate buttons for gear changes then you do not need to accelerate to change up.

- Practise gear changing up and down and watch the red gear indicator.
- Try to get into neutral (N) and then accelerate. The engine will rev and make a high-pitched noise.
- Blip the accelerator and look at how the revs rise on the digital rev counter, then select first gear BUT keep the revs up - not too much power otherwise the car may spin. The '1' on the



GRAND P

red gear change indicator in the centre will appear, showing that you've successfully selected 1st. You'll start moving forward...

- Listen to the change in engine tone and watch your speed rise on the mph/kph indicator.
- Accelerate away and watch the rpm indicator lights illuminate as the revs increase. When the red light appears at the end of the set of green lights, change up to second gear (you'll see a '2' on the display).
- Try changing up as far as fourth gear, then try changing down before a corner by taking note of the Suggested Gear indicator.

Note: You don't have to be braking when changing down, but you must not be accelerating. Your car has six or seven forward gears, neutral (N), and reverse (R). If you are in reverse, accelerate to move backwards (just like in a real car).

DRIVING INTO THE PITS

Once you're familiar with the Monza circuit and the basic car controls, practise driving back into the pits.

- At any point during the lap before you want to come in, press the Return key to let your pit crew know you're going to come into the pits. The pit signal on your instrument panel will light up in green, giving you the 'all clear' to come in. If the pit signal is red, this means that your crew is busy with the other team car. Do another lap before trying again.
- Drive slowly into the pit lane keeping on the inside of the broken yellow line. The simulation will then 'direct' you into the correct bay, and the pitcrew will push your car back into the garage. As your car is jacked up by your crew, a Pit Options menu will appear on your cockpit LCD allowing you to add Fuel, change Tyres, Leave the Pits or go to the Car Setup Options. Use the A/Z keys or joystick Up/Down to select the option you want from your cockpit LCD menu.

Note: Grand Prix 4 features extremely detailed Car Setup Options, ranging from Basic to Advanced (Level 1) and Advanced (Level 2). To enjoy the simulation to the full, you can learn much more about setting up the car for the track conditions later in the manual.



REFUELING

- First select the Fuel option from your cockpit LCD menu.
- Use your left/right steering control to alter the amount of fuel (in laps) to be taken on board.
- Press the space bar or the joystick fire button to quit the Fuel menu.

TYRES

- Select Tyres from your cockpit LCD menu. The cockpit LCD will show your available sets of tyres with the amount of laps completed on each set. At the top of the LCD is the tyre type.
- Select using the A/Z keys or joystick Up/Down. Switch tyre type using the left/right controls. When you select Tyres on the LCD you will see three tyre

sets marked O, three tyre sets marked r1, r2, r3, three tyre sets marked q1, q2, q3 and one set marked qr. The O sets are for practise. The 'r' tyres are the sets allocated for the race (r1 starts the race, r2 being used at the first pitstop etc.) but you can also use these sets in practise if you have used up the other O sets. The q sets are reserved for qualifying sessions with the exception of the one qr set, which can be used in qualifying and race.

Note: A tyre set comprises of 4 tyres. Be aware that there are different tyre sets for different conditions: two types of Dry - Hard and Soft and four types of wets - Intermediate, Hard, Soft and Monsoon, and that before you begin your qualifying sessions you will have to decide what type of Dry tyres you are going to race on during the rest of the race weekend

- Press the spacebar or the joystick fire button to exit the Tyres option.

LEAVING THE PITS

When you're ready to leave the pits, highlight this option on the LCD, press the spacebar or fire button and the jacks will be lowered. You can now drive out of the garage and down the pit lane (remember the speed limit!) and re-join the circuit.

CAR SETUP OPTIONS

Select Car Setup Options from your cockpit LCD menu.

- This will take you to the Car Setup screen where you'll be able to adjust all the basic options for your car: Front Wing, Brake Balance, Rear Wing, Gear Ratios and Pitstop Strategy. The Car Setup Options screen also gives you access to all the Advanced Setup options (Levels 1 and 2). For details on all these, see The Car Handling Section on page 22.
- Press OK to return to the Pits Options screen.
- Press Return to Cockpit to get back to your car.
- Press the Esc key to open the Practise menu.
- Select Leave Practise to return to the Main Menu screen. Now you can try to get a good qualifying lap time and enter a race at Monza (you should know the track quite well by now). This will be a 'one-off' Non-Championship Race.

A TIMED QUALIFYING SESSION

- From the Main Menu screen, click on the Race Type panel.
- Click on the Non-Championship Race button, then click on OK to go back to the Main Menu.
- Click on the Drive button and you'll be taken to the Italian Grand Prix menu screen.
- Select Qualifying. The Track and Sky conditions and Weather screen will appear. If it's raining, you'll want to fit special tyres for wet conditions. These wet tyres vary depending on whether it's a light drizzle, rain or very heavy



GRAND

rain (monsoon). Remember, you can also do this from within the cockpit (in a pitstop) if race conditions change during a race.

- Click OK. You'll now be taken to the Pits, but this time, a 'telemetric' monitor will appear in front of your cockpit. This lists all drivers in the qualifying session, with your name highlighted. Ideally, you should still be in Rookie difficulty level and have all your Driving aids (F1 to F9) switched on - you're free, of course, to deselect one or more of them.

Check your tyres. You will see that qualifying tyres q1, q2, q3 and qr are available plus seven sets of the four wet types.



Note: Once you go to qualifying the Dry tyre choice (Hard or Soft) in Car Setup screens is fixed for the rest of the race weekend. Wet tyres will always be available however. Don't adjust anything on the car at the moment. When you're ready, set off on your first qualifying session.

- Press the spacebar (or the fire button in joystick control) and the telemetric monitor will swing out of the way and your car will lower off its jacks.
- Using the experience you gained in the earlier session, drive away from the pits and complete a lap. Remember, you won't be timed until you cross the start/finish line for the first time. As soon as you do, the lap timer in the panel below the LCD will be triggered and your time for that lap will be displayed when you next cross the start/finish line. The time remaining in the qualifying session is shown on the LCD in your steering wheel.
- When you have logged two lap times, return to the pits. (You can either drive around to the pit lane entrance or hit SHIFT + Q to jump back to the pits.)
- Once you are in your garage, your car will be raised on its jacks and the monitor will appear once again in front of you showing practise times so far - the four nearest to your times and the current pole. You can now change the qualifying tyre set by selecting Tyres and using the left/right control.

Now you can view the other cars with Pit monitor

Press N to put on laptimes of the other cars

Press again, it turns it off

Note: Qualifying tyres are only good for a limited amount of laps and the fresher they are the more effective they are. You can now alter the setup of your car by selecting the Car Setup Options on the LCD display. If you're still new to Formula One car setups, stick to the default settings of Grand Prix 4.

- If you want to speed up the qualifying session, select the fast forward symbol (>>) in the cockpit LCD menu.
- If you ever want to exit the session before the end, press Esc and select Abandon Qualifying. No time will be logged and you will start the race from the back of the grid. When time is up, the Qualifying Over screen will appear. You can choose to View Full Session Times, or go to the Options screen (where you can alter Controls, Driving Aids, Sound, Save or Exit the game) or Continue with the Non-Championship Race.

PRIX 4

- When you click on the Continue button, you'll have the option of a Pre-Race Warm Up or you can go straight to the Race. The Pre-Race Warm Up is a chance to practise on the circuit in full racing trim. For this Quickstart tutorial, you will go straight to the race.
- When Race is selected, you will see side-on views of the cars in their qualifying positions on the starting grid.
- Click on the control buttons to find your name and car, then click OK. Again, the track, sky and weather conditions will appear on the screen, but this time, you'll also be given the option to make Last Minute Changes such as altering Pitstop Strategy, Tyre Choice (for instance, if the weather has changed radically) and full Car Setup Options (at all 3 levels).
- Click OK when you're ready to race.

A NON-CHAMPIONSHIP RACE

You're now on the starting grid at Monza - somewhere between a headline-grabbing pole position at the front of the field or on the last row if your performance was poor (or you failed to get a time)! Your LCD display will show the number of laps in the race. This will be a percentage of the real race and can be altered in the Options menu. Your pitstop strategy (No Stop, One, Two or Three Stops) is also pre-set. Whatever your position on the grid, you'll be able to see the starting gantry: five banks of five lights. Wait for the banks of lights to come on in sequence. When all five are glowing red, watch for the moment when they all go out. This is a random number of seconds later.

- When the red lights go out, the race is on! The most dangerous moment of the race, yet also the best chance to make up places on the grid, be prepared to jostle for position as you head for the first corner. Be extra careful when you approach the braking area and be prepared to take evasive action to avoid touching other cars. If you've selected Driving Aid F4, you'll be indestructible but you might still be slowed and perhaps pushed off the track by other cars.

As you race, keep checking the cockpit display for:

- Your position = P
- The lap you are currently on = L
- The fuel left in tanks (in laps) = F
- Your water temperature = T

It's best to choose a moment on one of the straights to carry out these checks.

False Starts

Optional on Rookie and Amateur (see realism menu)

The player takes an active role in the race start. By holding down the Change Up a gear button the player can decide at which time to launch the car. Activating the launch (by releasing the Change Up a gear button) before the five start lights have gone out, will constitute a false start and a penalty will be served.



Pitstops

If the Pits Indicator (cockpit lower right) turns green, you're being called into the pits by your crew for a planned pitstop (to change tyres and refuel) or for an unplanned pitstop to repair damage. Drive into the pits as soon as you complete the current lap. If you want to cancel this order, press Return and the light will go out. Similarly if you decide you want to pit, press Return and the green Pit Indicator will light (press Return again to cancel).

Flags

At the side of the track, you may see race marshals waving different flags at the drivers: YELLOW means NO OVERTAKING - there's probably been a spin or accident on, or near the track. Do not overtake. When you see a marshal waving a GREEN flag, the yellow flag order has been cancelled - continue all out racing! RED means stop racing immediately. BLUE means a faster car is trying to overtake you. The cockpit has flag warning LEDs to show which of the main flags are in force. Throughout the race, you'll be given information about who is achieving the fastest laps.

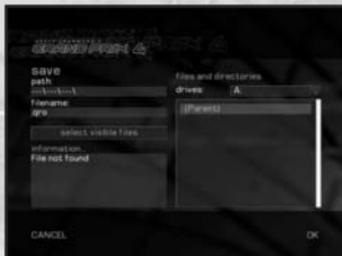
Pulling Out

If you ever want to leave the race at any time press the Esc key. A menu screen will appear: if you select the Leave race option, you can Save the game (see below) and then return to the Main Menu.

Saving the Game:

You can save the race at any point. Here's how:

- Press Esc to freeze the race and access the Race menu.
- Select the Options button.
- Click on Save to go to the Save Game screen.



Note: The Option panels allow you to change the Path and Drive on your computer, but leave these as default for now.

- Click on Filename and name your saved game 'Monza1'.
- When you have named the saved game, click on OK and you'll get a confirmation that the game is saved. If you return to this Saved Game screen, you will see Monza1.ran in the file/directories panel. If you select this file and look at the information panel (bottom right), you'll see detailed information about this specific save: ---Date saved Number of Players

Time saved Race condition (e.g. in race/in pits)

Race Type Laps completed

Track Race Leader

- Click on the Cancel button to return to the Options screen.
- Click on the Back button to return to the Race screen.
- Click on Return to Cockpit to return to the race (the game will be paused when you return to the cockpit).
- Press P to resume the race.

ND PRIX 4

Finishing the Race

- Keep racing until you see the chequered flag waved over the start/finish line or you see a 'Race Over' message. You will then be taken to the Race Results screen.

This screen allows access to a number of screens showing extensive race information:

- Full Race Results Driver Race Points
- Driver Best laps Constructor Race Points
- Circuit Records Lap Chart
- Starting Grid

- Click on the Continue button and you'll be taken to the Race Completed screen. This gives you the option to Race Again On This Circuit or to Leave the Circuit (return to Main Menu). By now you will have seen just how different it feels to race compared to the practise and qualifying sessions. The big difference, of course, is the proximity of other cars and the competitive attitude of the other drivers - some are aggressive, others take chances, all have a real passion to win.



WINNING THE WORLD CHAMPIONSHIP

If you have followed the Quickstart guide up to now, you should know the Monza circuit pretty well, but winning a World Championship means acquiring intimate knowledge of all 17 tracks on the calendar. If you undertake a Championship Season, you'll be entered into the 2001 championship and race on all the tracks in the correct sequence - it's hard work and there are no easy answers except practise and defining the correct car set up. You can win the World Championship in Grand Prix 4 even at the lowest level starting with all nine Driving Aids turned on (F1 to F9) and with the opposition on their lowest performance level. Then, as you progress through the season, you can begin to turn off some of the Driving Aids, but if you do win the Championship, it will still only be at the lowest level. To win the Championship at the highest Ace Level, you'll need to drive with just the Ace Level Driving Aids on for the complete duration of the season.



COCKPIT CONTROLS

Packed into the confines of a typical Formula One car is a wealth of information designed to help the driver extract the best performance from his machine, to work out his race strategy and keep an eye on the opposition. Knowing how to use this information and acting on it in a fraction of a second

can mean the difference between winning and losing. You've had a taste of racing, but now it's time to delve a little deeper into the cockpit and its many secrets.

DIFFICULTY LEVELS

These five lights indicate your chosen Difficulty Level, the hardest at the top, the easiest at the bottom:

Ace

Pro

Semi-Pro

Amateur

Rookie



The Difficulty Level affects the ability of the opposition and also limits the number of driving aids you can switch on.

DRIVING AIDS

These nine icons show, which Driving Aids, are active. The higher the Difficulty Level, the fewer of these will be switched on. Some can be turned on and off from inside the cockpit.

F1 - Auto Brakes

The computer applies braking functions to suit the circuit but will not brake to avoid other cars.

F2 - Auto Gears

The computer changes all the gears for you at the correct point.

F3 - Auto-right the Car

If you spin off the track, the computer will auto-right the car by pointing it in the correct direction so you can keep racing (so long as your car is not too badly damaged, in which case it will be craned off the track).

F4 - Indestructible

Your car will not be damaged, no matter how serious the shunt.

F5 - Ideal Line

A broken white line on the track shows the 'best line' around the track. Keep the line in the centre point of the cockpit.

F6 - Suggested Gear

This cockpit indicator shows the best gear to be in as you approach the next corner.

F7 - Traction Control

This will reduce the throttle when the rear wheels spin.

F8 - Steering Help

This will help you with any basic circuit-driving manoeuvre that requires the steering wheel to be turned.

F9 = Launch control

Form of clutch control to help provide traction for rear wheels during the start of the race. Launch control switches off automatically after use you will need to switch it back on if you need to use it again. Over use of the launch control will lead to clutch failure.

GRAND PRIX 4

DRIVING AIDS AND DIFFICULTY LEVELS

The number of Driving Aids available varies with each Difficulty Level:

	F1	F2	F3	F4	F5	F6	F7	F8	F9
	Auto Brakes	Auto Gears	Auto right the car	Indestructible car	Ideal Line	Suggested Gear	traction control	Steering Help	Launch Control
Ace	✓					✓	✓	✓	
Pro	✓					✓	✓	✓	✓
Semi-pro	✓	✓	✓			✓	✓	✓	✓
Amateur	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rookie	✓	✓	✓	✓	✓	✓	✓	✓	✓

OPPOSITION SPREAD

The Opposition Spread indicator displays your chosen performance distribution among the other drivers. You can set up racing Opposition Spread by accessing Main Menu > Options > Race Options screen.

A flat line means all teams and drivers have the same potential performance.

A rising line simulates 2001 performances for all drivers and teams.

A wavy line represents a random distribution of performance for all drivers and teams.

RPM INDICATORS

These two banks of five LEDs will light up as your revs increase and guide you as to when to change up or down a gear. The final LED on each bank is red: when this lights up, change up a gear; when all the lights go out, change down a gear. Like a conventional rev counter measuring revs per minute (rpm), the LCDs tell you at

what speed your engine is spinning when in a particular gear. Keeping within the limits of the LCD scales will help you to change up a gear at the right time, avoid hitting the rev limiter (a device designed to prevent engine damage due to over-revving, for instance when dropping down to a lower gear), as well as show you when you are using too high a gear, losing speed in the process.

Should you be racing from any of the external on board camera views, you will see an analogue rev counter displayed in the bottom left hand corner of the screen. You current gear is shown in the middle of this counter.

GEAR INDICATOR

This tells you what gear you are currently in. There are, depending on the car you are driving, either 6 or 7 forward gears (7, 6, 5, 4, 3, 2, 1), Neutral (N), and Reverse (R).

FLAG WARNING LIGHTS

These two sets of three flag warning lights indicate the current colour flag in force, if any (yellow flag - no overtaking, blue flag - car trimône



to overtake). If all six are flashing, look at your instruments or read the message on the LCD. Should you be racing from any of the external on board camera views, you will see the track marshals waving the flags all around the track.

DRIVER STATUS INDICATOR

This shows the car is being driven by a player.

SUGGESTED GEAR INDICATOR (F6)

If the F6 Driving Aid is on, you will see a small number here telling you what gear you should be in before the next bend. This is an 'Intelligent aid' and the suggestion will vary depending on the car setup you have chosen and such things as the condition of the tyres and the amount of fuel on board.

DAMAGE INDICATOR

This diagram will highlight any faulty or damaged parts on the car. If any section is lit and you can still drive the car, make your way back carefully to the pits where the damage will be repaired.

PITS INDICATOR

This gives you the current status of your pit-to-crew communication:

Off - No pits request in force.

Green - You've been called in to the pits by your team (press the Return key to cancel this order).

Green - You've warned your team you're coming in to the pits (by pressing the Return key).

Red Cross - Your pit crew are currently busy with your other team car. Stay out. Press the Return key to inform your crew of your intention to pit. Press again to cancel.

LCD DISPLAYS

The central steering wheel LCD shows a lot of important information, depending on what you are doing at any given stage of the Grand Prix weekend.

During Qualifying/practise:

Time to go - The amount of time in minutes and seconds left to complete this part of the qualifying session.

Car - Your car number.

Runners - The number of cars on the track.

Split/Best - Your best lap time or split time.

During the Race:

XX Lap Race - The number of laps in the race.

Car - Your car number.

Runners - The number of cars on the track.

You will also receive split time information and nearest rival details.

Split Times

On each circuit, there are two intermediate timing points in addition to the start/finish line. During practise, a 'split' time is shown on the LCD as you do a timed lap. This is a time you are trying to beat at the next intermediate timing point. The split times come from the best lap time you have achieved so far.

GRAND PRIX 4

As you cross the intermediate timing point, you will see a new time displayed. If this has a minus symbol, you know that you have put in a faster time.

During a race, a timed gap is shown on the LCD a little time after you cross the Start/Finish line. This shows the time difference between your car and the one behind and the one in front.

PITSTOP CONTROLS

Qualifying

The LCD shows Tyres, Fuel, Leave the Pits, Car Setup and (if in the middle of a session) >> Accelerate Time

All tyres are marked with the number of laps driven on them.

Race

The LCD shows Fuel Laps + /- and Stops to Go +/- When you come into the pits, the crew will automatically change your tyres to the next set of selected race tyres, and refuel the car according to the current pitstop strategy. If your race position warrants it, then you can adjust the pitstop strategy by increasing or decreasing Fuel carried and increasing or decreasing the number of pitstops. Use your Selector and Controller to change these values.

Pit Strategy

In the basic Car Setup screen there is a Pitstop Strategy panel that can be set to Automatic or Custom. Automatic will allow the computer to set a 'sensible' strategy based on race length and conditions. Custom allows you to set your own choice from None, 1 Stop, 2 Stops or 3 Stops. The bar graphs indicate a percentage and a lap of the race that you will stop at. Just before you enter a race, a Last Minute Changes button (shown on the Weather > Conditions screen) allows you to alter the Pitstop Strategy, Car Setup (and Tyre Choice) taking into account track conditions. Your 'Come into the Pits' warning light (green) will come on as you cross the finishing/start line of the lap before you stop. Remember that you must go into the pits next time you pass the pit lane (or cancel the call by pressing Return).



CAMERA VIEWS

You're not limited to the cockpit view in Grand Prix 4. The simulation allows you to access a large number of other camera views. And if you've just pulled off a breathtaking overtaking manoeuvre or want to review a spin to see just what went wrong, you can select the replay option.

COCKPIT VIEW

Right Arrow Key

The race from the cockpit of your car. This is your default racing view.



T-CAM VIEW

Right Arrow key a second time

The race from the popular T-Cam. This is the view often shown on the TV.



ON CAR CAMERA VIEWS

PageUp Key (Cycle through)

You can view the action from various cameras attached to your car. The PageUp key scrolls through a large number of views.



OTHER CAR VIEWS

Up Arrow/Down Arrow/Home

You can 'jump' into the cockpit of the car ahead by pressing the Up Arrow Key. Further presses will move you forward (one car per press). In the same way, you can move back through the field with the Down Arrow Key. The Home key will return you to your own car.

TRACKSIDE CAMERA VIEWS

Left Arrow Key

View all the action centred on any car at any time during the race (Use Up/Down arrow keys to move through the field). The Right Arrow Key will return you to your own cockpit view.



CHASE VIEW

PageDown Key

View any car from just behind and slightly above it.



GRAND PRIX 4

REVERSE CHASE VIEW

Delete Key

View any car from the front and slightly above.



TV DIRECTOR

INSERT KEY

TV Director mode automatically shifts the trackside views between different cars and different camera angles. When you press the Insert key, a 'clapperboard' will be displayed for five seconds in the top right hand corner of the screen. When you turn Director Mode off (by selecting any other view) the clapperboard will appear with a cross through it.

REPLAY MODE

Pause Key P + R

Pause key (P) pauses the action and the R key replays the previous action with an 'R' displayed on the top left of the screen. You can change all camera views during a Replay (see above). Use the F keys as shown on the replay icons to pause, fast forward, rewind and frame advance the game. At the end of the replay, the game is left in Pause mode. Either press R again to see the replay as many times as you want, or press P to continue with the game and return to your original position (in your cockpit if you were racing). The length of the replay is determined by the amount of Ram in your PC and can be altered in the Graphics Options section up to maximum of 90 Minutes.



GPAEDIA

GPAEDIA CONTENTS:

Setting up a Formula One car

General

- Introduction to Mark Hemsworth*
- Purpose of changing a cars set-up*
- Tour of a Formula One car*
- Qualifying*
- Wet race*
- Fast circuits*
- Slow circuits*



IPX 4

Car handling

- Car handling introduction*
- Basic car set-up*
- Standard car set-up*
- Advanced car set-up*
- Data logging & performance analysis*

Drivers

- History & data*

Teams

- History & data*

Tracks

- History & data*

CIRCUITS ON THE FORMULA ONE WORLD CHAMPIONSHIP

Details of each of the circuits can be found within the GPedia area of the game.

THE MULTIPLAYER SECTION

Select Multiplayer from the Main Menu.

Grand Prix 4 allows you to play the simulation across a number of multiplayer connection types from IPX Network and TCP/IP Network. The top panel in this screen allows you to set up the following connections:

CONNECTION TYPE

- IPX Network (2 or more players):** A local area network game.
- TCP/IP Network (2 or more players):** A local area network game.

Player Name: Enter the name that you will be known by in a network game.

Game Selection: The lower panel in this screen allows you to input the number of players.

SESSION SELECTION

This allows you to select whether you want to Host or Join a multiplayer session.

GRAND PRIX

SESSION NAME

Click on the default name, delete and type in a session name to identify the multiplayer game on a Network.

The Settings Button: This will take you to the Multiplayer Settings screen and detect technical settings (Port, Baud Rate and TCP/IP Address) for the link method you are using.

CONNECTING

The Linking Screens: The Connect button will take you to the Linking screen. This will implement the linkup for the multi-player game.

The Network Game: The Linking screen shows (in the top panel) the players' names, which drivers they are playing and where they are in the game (Main Menu etc). The lower panel shows the number of players who are Ready to Play.

The lowest panel in the Linking screen allows access to Driver selection, Track, and Difficulty Level. All players can access Driver Selection but Track and Difficulty Level are set by the Host.

The Chat Button: The Chat button allows you to type in a message to chat to other players. Type a message in the lower panel and press the Send button to transmit). The chat messages will appear in the central main panel of the chat screen showing who sent the message and when.

The Options Button: This allows you access to all the game options: setup controls, graphics, sound and race options.

The Leave Session Button: Click to leave the multiplayer game and return to single player mode. If you are hosting the session, then host control will migrate to the next player in the session.

The Close Session Button: Select if you are the host and wish to end the race session.



GRAND PRIX 4

- Click on Ready to get started. The game will wait for all players to be Ready.

The Ready message will flash to prompt you to click on it. It will flash more intensely when everyone else is ready and waiting for you. Once everyone has clicked on ready all other linking options will be greyed out and unavailable to you.

Weather Screen: Once all players have clicked Ready you will be taken to the Weather Network screen. This is similar to the standard Grand Prix 4 Weather screen but also has options for going to the Last Minute Changes screen (and then Car Setup), to Chat or Leave the session. You also have option to Continue/Go Back.

- Click on the flashing Ready button to indicate you are ready to race.

Last Minute Changes (Network) Screen: This summarises the weather/track and sky conditions and has a Driver list, Pitstop Strategy settings and Tyre choice. You can also access Car Setup from here as well as the Chat and Leave Session options.

- Click Continue and Ready to get racing.

The Two-Player Link Screen: When you link up for a 2-player session you will access the Two-Player Link screen which will show you the Selected Drivers (This Machine and Other Machine). You can also choose a different Driver and you will be taken to the Driver Select Screen. If you click on Other Machine control will pass to the other machine player to reselect a driver and then return to This Machine.

- Click the Continue button to go to the Main Menu.

- Click on Drive to get racing.

The 2-player game has the following quick keys:

Send Message to other player = CTRL + M

Host release menu control to other player = CTRL + R

Hang Up = CTRL + H

'HOTSEAT' MULTIPLAYER GAMES

Two or more players can enjoy a Grand Prix 4 'multiplayer' game on the same computer by selecting a Hotseat game. To set up Hotseat mode you must select more than one driver in the Driver Select screen (accessed from the Main Menu). The central information panel in the Driver Select screen will show, for example, '2 Drivers Selected'.Multiplayer.'

Hotseat games can be played by any number of players up to the maximum number of drivers that can start a race.

The Car Setup screen functions in the usual way simply select a driver from the list and enter the Car Setup screen for that driver's car.

How Does a 'Hotseat' Game Work?

The game will allocate equal time slots to each human driver in a race. For example, if two players want to compete in a ten lap race,; they each select a driver from the Driver Select screen. The computer then chooses one human driver to drive first and drives the opponent's car (plus all the other cars) in the race. The computer then allocates equal driving time to each human driver.

When changeover is approaching, the single LED (light) to the right of the steering wheel will flash as a warning and the message 'Automatic in 5 Seconds' will eventually appear on the screen. You will still be driving during these five seconds. The seconds are counted down on the screen and on reaching the zero the computer will take over control of your car.

This is the point when you can change seats with your human opponent (literally, take the 'hotseat'). His/her car cockpit will now appear (still controlled by the computer). A message 'Control in 5 Seconds' will then appear on the screen. Again, when this is counted down to zero the second player gets control of his/her car and drives the race as normal.

GRAND

The option to pause the game and watch a replay of the recent action is always available and can be used very effectively here to view all the action and how the two rival cars outmanoeuvre each other.

Remember that to get a good drive in a hotseat race you must set a sufficient number of laps.

When you are in qualifying mode during a hotseat multiplayer game, changeovers will take place when you return to the pits. The qualifying session will end once the time period is over and all the players have used the same number of tyre sets.

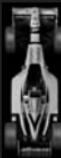
CAR HANDLING

INTRODUCTION

Anyone can drive a Formula One car fast. It's easy. You get in and point it in a straight line with your foot down hard on the throttle until you reach maximum revs in 6th or 7th gear. And there you are. Going fast. Only there aren't many Formula One tracks that consist of just one long straight. Drive too fast on most tracks and you'll end up in the first gravel trap. Which is why professional drivers talk about being 'quick' rather than being simply 'fast' - 'quick' is the controlled application of speed around a race circuit. In order to drive a Formula One car 'quickly' you need three things:

- A fast car.
- Knowledge of the best route around the circuit.
- The ability to operate the car at its limits. But what do we mean by these things and how are they achieved?

A fast car is generally one with a relatively high-powered engine, low overall aerodynamic drag and well-balanced setup of suspension, drivetrain and aerodynamic wings. Some of these things are set by the designer and cannot be changed but others are fully within the driver's ability to adjust in order to achieve greater performance from the car. The best line to take around the circuit is determined by the layout of the corners and straights. You've already had a chance to experiment and learn the lines around Monza if you followed the Quickstart guide. More instruction on how to calculate the ideal racing line is described in detail in the Driving Techniques section (section detailed in GPedia). However, a fast car driven on the best line around the circuit will not perform very well unless it is driven correctly and to its limits. This is an important concept to grasp and means that it is crucial for you, the driver, to develop your driving style and proficiency at the same time as developing an understanding for setting up your car. The setup must suit your driving style and equally, your driving style must suit the setup. No two drivers are exactly the same and so their optimum setups may differ. What's more, it's always possible to improve your driving style and/or setup in order to find more speed, even if it's only improving a lap time by a 1000th of a second! Discovering how to operate the car at its limits is a challenging and rewarding process. And this is where it starts!



GRAND PRIX 4

BASIC CAR SETUP

The only way you will succeed at the highest levels in Grand Prix 4 is to get involved in 'setting up' your car for each specific track. For now, we'll concentrate on trying out a few things on just one track, beginning with the Basic Car Setup. The basic Car Setup option is available from various menus in the game, including the cockpit LCD display. From the Main Menu...

- Select a practise session.
- Select Italy for the purpose of this demonstration.
- Select Drive and you will be placed in your car cockpit in the pits at Monza. Then, from the cockpit LCD display...
- Select the Car Setup Options from your cockpit LCD menu. This will take you to the Select Car Setup screen. Here you may choose to race with the default track setup, or you may choose to create your own. Select Edit user setup.
- Select the Car Setup button and you will be taken to the basic Car Setup screen. You'll see three options:

1. Basic Car Setup lets you...

- Alter the angle of the front and rear wings.
- Alter the brake balance.
- Alter your gear ratios.
- Alter your pitstop strategy.
- Create different setups for qualifying and racing.
- Load and save your setup for the each and every track.
- Load and save your setups for different weather conditions.
- Do all of the above for each and every driver.

Other Basic Car Setup options also allow you to View Other Track details and to Copy The Setups From another track.

2. Advanced Car Setup which lets you...

...have more in-depth control of car setup by clicking on the Advanced button at the bottom of this screen. More about this later.

3. Inspect Vehicle which lets you...

...look at the degree of plank and tyre wear. More about this later. As in all things, your first tentative steps may seem daunting. Don't worry. So long as you've spent enough time enjoying the default settings and practising your driving so you can drive fast around at least one of the tracks, you're ready to start tinkering with the setup of your car and start noticing a difference in performance.

BASIC CAR SETUP OPTIONS

Don't do anything yet. Instead, have a quick look at the basic options...

Front/Rear Wing Downforce Adjust

In general terms the wings on a Formula One car push it down on the track, creating 'downforce'. This produces better grip giving more speed in corners, but less speed on the straights because of greater aerodynamic drag. You can adjust the amount of front and rear wing used by the car, using a scale from 1 to 20. The higher the number, the more downforce. Adjust the wings (front and rear) by clicking on the +/- buttons.

Front/Rear Brake Balance

Grand Prix cars have a low centre of gravity, centred just behind the driver. If you brake hard at speed, the weight, seen by the wheels, transfers towards the front of the car. Therefore, brakes must be balanced to cope with the weight transfer during deceleration (slowing down).



You can change the brake balance of your car by altering the way in which the front and rear brakes are applied. Remember that in the dry, it's always best to have more brake bias at the front than at the rear. The scale goes from 50% to 75%. The lower the figure, the more balance is applied to the rear of the car. Adjust the balance by clicking on the +/- buttons.

Gear Ratios

You must set the gear ratios in your gearbox to suit each circuit. This is usually done by setting the 6th or 7th gear for the fastest possible speed along the longest straight and then setting the lowest gear for the slowest corner. The rest of the gears can initially be ranged evenly between the two, though it may be desirable to tune gears to corners. Different cogs can be fitted to the gearbox that can have a major effect on the car's acceleration, performance in bends and top speed.

- Twisty circuits with few long straights and plenty of chicanes need 'short' gearing - the cogs are closer together - for quick acceleration. The nearer the cogs are to each other, the less work the lower gear has to do to get to the higher gear.
- Circuits with predominantly long straights require 'long' gearing - the cogs are further apart - to help the car reach a higher top speed. The further away the cogs are from each other, the more work it has to do to get up to the higher gears but the faster the speed in top gear. The gearbox has a range from 1 to 64. Select +/- to change the gear ratios.

PUTTING IT INTO PRACTISE

Now it's time to try out some of these setup changes. Some changes you make will make the car behave differently and you may notice significant changes as you drive. Other changes will make more subtle differences, resulting in a better lap time, assuming your driving was consistent each time. Finally, changes and their effects can also be analysed using the Performance Analysis Guide (more about this later).

A Quick Demo

To demonstrate how setup changes can affect a car, try the following exercise. We'll make a dramatic setup change to a rear wing setting so you can compare the effect, before and after. Although exaggerated, the procedure shown here applies in principle to other areas of the car.

Again, we will be at Monza for this session. This is a fast track with good long straights and fast corners, one which does not require excessive grip in corners. Monza is known as a low downforce track, so the rear wing which creates the downforce that holds the car on the ground will normally be set at a low angle.



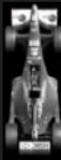
GRAND PRIX 4

- On the Car Setup screen, look at the rear wing adjustment buttons. We're going to increase the angle of the rear wing significantly...
- Click the + plus button five times.
- Click the Save Setup button which will take you to the Save Setup screen.
- In the Filename panel, name the save 'Setup1.cso and click on OK to return to the Car Setup screen.
- Click on OK to return to the Pit Options screen and select the Return to Cockpit button. You'll now be back in your car with your rear wing set at the new angle.
- Select Leave the Pits on the LCD and drive two laps to set a time in the Data Logger.
- After you pass the start/finish line, press CTRL + Q to return to the pits (or drive back if you prefer).
- Now select Car Setup from the cockpit LCD to go to the Pit Options menu.
- Select Fetch Logged Data (you will see an indicator bar loading in the data).
- Select View Logged Data and you'll enter the Performance Analysis screen.

The Performance Analysis screen is an extremely powerful utility that allows you to select laps and analyse numerous aspects of your car/driver performance for each lap.



- Select Lap 1 (this should be the complete lap) and click the Save Lap button and you'll enter the Save Performance screen.
- Enter a filename for the lap [Perf1.pao] and click on OK. You have now created a lap of Performance Analysis at Monza with a high wing angle.
- Now exit the screen (click on Back) and select Car Setup in the Pit Options screen.
- Now restore the rear wing to its original setting by clicking on the - minus symbol 5 times.
- Click on OK and then Return to Cockpit. You will now be back in your car cockpit with your rear wing set at the original angle.
- Select Leave the Pits and drive two laps to set a time in the Data Logger, then press CTRL + Q to return to the Pits (or drive back if you prefer), as before.
- Now select Car Setup from the cockpit LCD to go to the Pit Options menu.
- Select Fetch Logged Data.
- Select View Logged Data to enter the Performance Analysis screen.
- Select Lap 4 (this should be the complete lap) and click the Save Lap button to enter the Save Performance screen.
- Enter a filename for this lap [Perf2.pao] and click on OK. You have now created a lap of Performance Analysis at Monza with a low wing angle. You now have two saved '.pao' laps [where pa- stands for Performance Analysis and -o is the code for Monza].



- Select Perf1 and click the Copy to Background button (it will appear in the lower panel).
- Select Perf2 and click the Copy to Foreground button (it will appear in the lower panel).
- Click on the Graph Selected Laps button and you'll now enter the Performance Display screen.
- Use the drop down Graph menu to select the Speed & RPM trace

The graph shows the one complete lap. See GPedia for more information on using performance graphs.

- If you like, adjust the X value zoom (click on the panel to increase the green bar) to see more detail and use the +/- buttons to scan the length of the graph.
- Now select the Map option (in the centre). This shows you the section of the track that is being analysed on the graph. Can you work out where the fastest straight is in Monza? Do you think you can drop the rear wing angle further and get a faster speed? Why not try it and see? You'll now have some idea of what Performance Analysis is all about: trying out different car setups, examining the results on the graph, then choosing the best setup for that track under those conditions. Performance Analysis covers all measurable performance data.; it simulates real Formula One circuit details and is a powerful aspect of the game. More information on recording data follows later in the manual.



GRAND PRIX

4





CREDITS

SIMERGY

Game Design & Programming:

Geoff Crammond

PERFORMANCE ANALYSIS

& TEST DRIVING: David Surplus

FOR MICROPROSE

STUDIO MANAGER & EXECUTIVE

PRODUCER: Nick Court

PRODUCER: Phil Gilbert

SOFTWARE ENGINEERING MANAGER:

Nick Thompson

ART DIRECTOR: Andy Cook

LEAD PROGRAMMER: Gareth Jones

PROGRAMMING:

Neil Alford - Jason Barstow -

Jalea Clements - Simon Michael -

Matt Patterson - Duncan Rooth -

Jeremy Sallis - Nick Thompson -

Jason Turner

ADDITIONAL PROGRAMMING

Neil Duffield - Julian Foxall -

Steve Haggerty - Tim Round

AUDIO SYSTEMS, PROGRAMMING,
& ADDITIONAL SOUND DESIGN

Nigel Brown

LEAD ARTIST: Andy Cook

ARTISTS: Pete Austin -

Carl Edwards - Maff Evans -

Eddie Garnier - Lisa Godwin -

Jeffrey Miranda - Greg Shill -

David Smith

ADDITIONAL ARTWORK:

Halli Bjornsson - Noel Uche

TRACK REFERENCE SURVEYS:

Norman Surplus

AUDIO PRODUCER: John Broomhall

ORIGINAL MUSIC: James Hannigan

ADDITIONAL LOCATION

RECORDING: Pete Guppy

MOTION CAPTURE STUDIO

MANAGER: Tony Wills

MOTION CAPTURE ARTISTS:

Dave Hingley - Andrew Lee -

Rob Millington - Mick Sheehan

ALL MOTION CAPTURE

UNDERTAKEN WITH THE KIND
ASSISTANCE OF THE ORANGE
ARROWS FORMULA ONE TEAM.

GPAEDIA VIDEO PRODUCTION

FEATURING: Mark Hemsworth

SCRIPT: Mark Hemsworth

Ossi Oikarinen - Andy Cook

SOUND & ORIGINAL MUSIC:

John Broomhall

CAMERA: Matthew Grant

EDITING: Matthew Grant -

Andy Grieron

DIRECTED BY: John Broomhall -

Andy Cook

PRODUCED BY: Phil Gilbert

THANK YOU...

John Cook - Laura McNamara -

Andy Rogers of Jemlar

(www.jemlar.com) - Nvidia

Logitech - Steinberg Software for
audio production systems

SPECIAL THANKS GO TO

the Orange Arrows Formula One
Team for all their help during the
development of this product

OFFICE MANAGER:

Christine Upham

ADMINISTRATION ASSISTANT

Pat Edwards

INFOGRAPHES EUROPE

VP RACING LABEL:

Arthur Houtman

EXECUTIVE PRODUCER

Richard Courtois

VP EUROPEAN MARKETING:

Larry Sparks

CORE GAMES MARKETING

DIRECTOR:

Franck Heissat

MARKETING MANAGER:

Cyril Voiron

PRODUCT MANAGER:

Jerome Delziani

LICENSING: Guillemette Tronel

DESIGN STUDIO:

Michel Mégoz - Rose-May Mathon -

Vincent Hattenberger

MARKETING COORDINATION:

Cecile Gillet - Jenny Clark -

Marie-Emilie Requien -

Catherine Esteoule

LOCALIZATION:

Sylviane Pivot - Fabien Roset -

Riddoch Heather - Christelle Dozoul

CERTIFICATION & PLANNING

SUPPORT GROUP (CPSE):

Jean-Marcel Nicolai -

Rebecca Pernerer - Emilie Balivy -

Caroline Fauchille - Jérôme Di Tullio

THANKS TO

Stéphane Calixte - Carl Cavers -

Alexis Vanot

SOFTWARE FUNCTIONALITY

TESTING MANAGER: Olivier ROBIN

SOFTWARE FUNCTIONALITY

TESTING TEAM: Bruno TRUBIA -

Stéphane BRION

GAMEPLAY EVALUATION SERVICE

MANAGER: Dominique MOREL

GAMEPLAY EVALUATION SERVICE

TEAM: Emmanuel DESMARIS -

William JALLAIN - Yann SCHIED

ENGINEERING SERVICES

MANAGER:

Philippe LOUVET

COMPATIBILITY LAB

CO-ORDINATOR:

Emeric POLIN

PRE-MASTERING CO-ORDINATOR:

Stéphane ENTERIC

TESTERS:

Gerard BARNALDI - Guillaume CLIRT

Stéphane DIREMSZIAN -

David ERCHOFF-COSTET -

Fabien FAURE -

Olivier GENOUX - Pascal GUILLEN

Christophe LAMOUR -

Regis PHILIBERT - Mathias Krumins

Nicolas Danière - Charles Alvarez.

GRAND PRIX 4**ATARI****Customer Service Numbers**

Country	Telephone	Fax	Email/Websites
• Australia	1902 26 26 26 (\$2,48 Minut. Price subject to change without notice.)		support.australia@atari.com
• Österreich	Technische: 0900-400 654 Spielerische: 0900-400 655 (\$1,35 Minute) Mo. - Sa. 14.00 - 19.00 Uhr		www.atari.de
• Belgien	PC: +32 (0)2 72 18 663 +31 (0)40 24 466 36		nl.helpdesk@atari.com
• Danmark	+44 (0)161 827 8060/1 09:30 to 17:00 Monday to Friday (except Bank Holidays)		uk.helpline@atari.com
• Suomi	+44 (0)161 827 8060/1 09:30 to 17:00 Monday to Friday (except Bank Holidays)		uk.helpline@atari.com
• New Zealand	0900 54263 (\$1,99 Minute. Price subject to change without notice.)		www.atari.com.au
• France	Soluces: 0892 68 30 20 (0,34 €/min) (24h/24) 3615 Infogrammes (0,34 €/min) Technique: 0825 15 80 80 (0,15 €/ min du lundi au samedi de 10h-20h non stop)	Euro Interactive / Atari France Service Consommateur 84, rue du 1 ^{er} mars 1943 69625 Villeurbanne Cedex	fr.support@atari.com www.atari.fr
• Deutschland	Technische: 0190 771 882 Spielerische: 0190 771 883 (\$1,24 pro Minute) Mo. - Sa. 14.00 - 19.00 Uhr		www.atari.de
• Greece	301 601 88 01	-	gr.info@atari.com
• Italia	-	-	it.info@atari.com www.atari.it
• Nederland	PC: +31 (0)40 23 93 580 +31 (0)40 24 466 36 (Open Maandag t/m Vrijdag 9.00 tot 17.30)		nl.helpdesk@atari.com
• Norge	+44 (0)161 827 8060/1 09:30 to 17:00 Monday to Friday (except Bank Holidays)		uk.helpline@atari.com
• Portugal	+34 91 747 03 15 de 2 ^º a 6 ^º , entre as 9:00 e as 17:00	+34 91 329 21 00	stecnico@atari.com
• Israel	+ 972-9-9712611 16:00 to 20:00 Sunday - Thursday	-	il.service@atari.com
• España	+34 91 747 03 15 lunes a viernes de 9:00h -14:00h / 15:00h-18:00h	+34 91 329 21 00	stecnico@atari.com www.es.atari.com
• Sverige	08-6053611 17:00 till 20:00 helgfri måndag till fredag	-	rolf.segaklubben@bredband.net
• Schweiz	Technische: 0900 105 172 Spielerische: 0900 105 173 (2,50 CHF/Min) Mo. - Sa. 14.00 - 19.00 Uhr		www.gamecity-online.ch
• UK	Hints & Cheats: 09065 55 88 95* *24 hours a day / £1 /min / inside UK only "You need the bill payer's permission before calling."	Technical Support: 0161 827 8060/1 09:30 to 17:00 Monday to Friday (except Bank Holidays)	uk.helpline@atari.com www.uk.atari.com

Wrong number?

As some changes might have been done after this manual went to print, you can still access to all updated technical support numbers at:

Come and join the community!

To register and get the most out of your new game, send e-cards to your friends, download **wallpapers** or get access to lots of other free stuff, visit us and choose a country at:

www.atari.com

Use of **ATARI web sites** is subject to terms and conditions, which you can access on our websites.

